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# INPORT NEWS

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For news updated daily see [www.inportnews.ca](http://www.inportnews.ca)

## ■ PORT BUDGET: Shortfall A capital concern

InPort News Staff

PORT COLBORNE — City taxes could climb an average \$64 in Port Colborne this year, up 3.62%. Port Colborne city councillors held their third budget meeting of the year last week, where they whittled down numbers in hopes of settling on an affordable municipal tax increase.

See **BUDGET** | page 2

## ■ FUEL: Sherkston farmer makes his own bio-fuel



DAVE JOHNSON Staff Photo

Andy Veenstra, of Veenstra Farms, holds up a jar of bio-diesel fuel with glycerin at the bottom of it. The glycerin, a byproduct, is removed and sold. The Port Colborne farm produces 5,000 to 6,000 litres of bio-diesel fuel a week.

## From fryer to farm machine

DAVE JOHNSON  
InPort News Staff

PORT COLBORNE — Ever wonder where used restaurant fryer oil ends up?

Well, if you're Andy Veenstra it ends up in the tank of your diesel truck or combine machine out working the fields.

Veenstra, of Veenstra Farms in Sherkston, has been using fryer oil to produce environmentally friendly bio-diesel fuel for more than seven years now.

See **FUEL** | page 2

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## FUEL

# Veenstra told restaurants he'd pick up used oil for free

FROM PAGE 1

Farming 720 hectares with machines that rely on diesel fuel meant Veenstra used a lot of diesel fuel.

The farm was looking at a way to save and make money at the same time.

The operation started off small in 2004, with Veenstra, his two sons and a longtime employee using pails and paddles to mix the fryer oil, also known as yellow grease, with other chemicals to make the fuel.

Because restaurants had to pay to have the fryer oil removed, Veenstra said some of it would be illegally dumped or sent down drains, harming the environment.

He offered to pick up the used oil for free and now has 150 restaurants in Port Colborne, Fort Erie, Niagara Falls and some in Welland & St. Catharines that supply him with it.

"I think we provide a satisfactory service and many restaurants stopped using the big companies."

He found a family operation and finally a way to use the oil in an environmentally-friendly way

helped bring him more business, Veenstra believes.

He said mixing the fuel and oil with the pails and paddles worked, but they started to get more serious about the idea and looked for other methods to produce the fuel more efficiently and produce more of it.

While the fuel that was first made was good enough for use in his vehicles, it wasn't certified. So Veenstra and his employees started working on a way to make better quality fuel.

"It took us three years before it was good enough to sell. It now meets ASTM (American Society of Testing Materials) standards. The fuel is virtually identical to what I have a 5000,000 combine and if the fuel was no good, I wouldn't use it in it."

Because the fuel is beneficial to the environment, he doesn't have to pay any excise or road tax on it either because of his customers. He sells the fuel for about 20 cents a litre cheaper than diesel fuel at the pumps.

The fuel can be used all year around, though less should be used in the winter because the bio-diesel fuel will get, become



DAVE JOHNSON Staff Photo

Andy Veenstra, of Veenstra Farms, holds up a jar of bio-diesel fuel, with glycerin at the bottom of it, in front of one of the resonator tanks used to make the fuel. The glycerin, a byproduct, is removed and sold. The Port Colborne farm produces 5,000 to 6,000 litres of bio-diesel fuel a week.

ing thicker at lower temperatures. The fryer oil is picked up all year round as well, though January and February are typically slower months because many restaurants are slower at that time of the year.

"We make between 5,000 and 6,000 litres a week and we sell all we can."

By fall, he said, the supply of the clean fuel — used by farmers, truck drivers and diesel car owners — made in the winter is used up.

The fryer oil can't just be thrown into a car, truck or piece of farm equipment and used, it has to be put through several processes first. When the fuel

arrives at Veenstra's farm on Second Consession, it is run through a filter to get rid of any food left behind. It's then heated and all water is removed from it. It's filtered again before being put into a machine called a resonator. Once inside that machine, it's mixed with methanol and potash. A chemical process takes place where glycerin is removed from the fuel and 73% of methanol is recovered. The methanol is reused and the glycerin is sold to be used in other processes.

Veenstra said at every level, even the pumps, the fuel is filtered to remove any impurities that may remain. His employee will check the fuel over and over and may send it through up to three times before he's satisfied with the quality.

To ensure the farm was making the fuel properly, a bio-diesel expert was brought in for two months and Veenstra said the expert learned more from them.

"It made us feel good about what we were doing. He told us we could have a better quality control process."

Everything is done in-house

and because sealed tanks and nitrogen is used to move the fuel from tank to tank, there's no chance of leaks or fumes going into the environment.

Veenstra Farms also use a proprietary process to make the fuel and the technology was sold to a group of investors in Toronto who plan to set up a plant. Veenstra will work with them to ensure the process created at the farm is followed.

While the farm makes up to 6,000 litres a week, Veenstra said there's potential to make more.

"We could double what we do. Who knows where we'll be down the road."

He said the bio-diesel operation fits in well with the whole farming operation, which includes wheat and soybean fields and a roaster to roast soybeans for feed stock used by customers in New York and Pennsylvania.

More information can be found at [www.veenstra.com](http://www.veenstra.com). He can be reached 905-694-4000.

[djohnson@wellandtribune.ca](mailto:djohnson@wellandtribune.ca)

## BUDGET

## \$3 million for infrastructure needed to fund depreciation of assets: CAO

FROM PAGE 1

More meetings are planned, which could affect the levy.

Community and corporate services director Peter Senese told council the city has identified a need in infrastructure needs, but it's \$1.5 million short.

At previous budget deliberations, council was able to get the levy increased from 3.2 to 3.4 but at that figure, no capital funds will be set

aside, Senese added.

The \$3 million for infrastructure is needed to fund the depreciation of assets, said chief administrative officer Bob Heil.

"We've assets come to the end of their lives, funding to replace those assets comes from that \$3 million, he added.

"We're in a deficit. We're not levying \$1.5 million or less should be," he said, adding the

city needs to build up its capital amortization fund.

The city will have to work around extending the life of its assets, which can include a wide



Peter Senese

range of items such as shelving at the library or equipment at the fire department, Heil said.

During budget deliberations, council discussed \$23,000 the city has sitting in reserve from the 2010 budget that was slated for capital improvements at Niagara Central Airport.

The money was requested last year for work on the airport's runways but a federal

grant needed for the work's completion was not received, said airport commission chair and Ward 4 Coun. Barbara Butters.

The money request was granted by Port Colborne based on the stipulation that Welland, Pelham and Wainfleet also budget funds for the work, which Pelham opted out of.

Ward 1 Coun. Bill Steele

put forward a motion, which was carried, for the \$23,000 sitting untouched for the airport to be transferred into the city's capital amortization fund.

Council will be hosting its next budget meeting, which will recap all cuts and changes made thus far, on Monday, March 21, beginning at 3 p.m. in council chambers.

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"Glad to be back at Whisky Run, very friendly atmosphere. I have always been treated fairly."

Barry Davis - Sept. 2010

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Diane John & Zachary  
2010 John-Martin Merit Memorial Golf Tournament.

# portraits

■ **EXHIBIT:** Gallery has new show

## Transformation underway at Arts Place

InPort News Staff

**PORT COLBORNE** — Art Place Gallery's latest show is all about Transformation, taking found objects and turning them into something else.

"We wanted to do something to stimulate us as artists, get us active and bring out our creativity," said gallery founder Joyce Honsberger.

She said artists don't always need canvas to make art.

In addition to the 13 members of the gallery, other artists were invited to take part in the showing, which opened March 3 and wraps up April 3.

All around the gallery, which is open Friday through Sunday from noon to 4 p.m.,

are pieces of work from various artists, each with their own unique take.

"Creative discovery doesn't happen until you change your outlook," said Honsberger.

By creating the transformation pieces, she said artists might be able to find some inspiration and be more creative in their other work.

A number of pieces on the wall of the gallery, which has been open for 17 years, will be up for auction on Sunday, April 10, from 2 p.m. to 4 p.m. The annual silent auction, which will see paintings, jewelry, art supplies, pottery, books and much more ready for the public to buy, is a fundraiser for the gallery. Tickets are \$2 in advance and \$2.50 at the door available at Arts Place.



DAVE JOHNSON Staff Photo

Art Place Gallery's founder Joyce Honsberger, left, says its latest show is all about Transformation, taking found objects and turning them into something else. She shows some of her pieces on display now at the Port Colborne gallery.



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## ■ I'VE BEEN THINKING

PASTOR GARY TOMBUICK  
liturgical Preacher

It is 1912 and you are aboard the world's first ship. Many said even God couldn't sink it. Hours later you are jolted forward, you hear and feel the mysterious banging — the crunching sound of metal scraping ice — the breaking of boards. Freezing water gushes in, panic is everywhere as people rush and shove each other.

Many grasp frantically for the life boats whose tally is insufficient. They are sinking fast — the power is out and the lights have died. The ship is breaking into pieces and you are helpless.

Hundreds of innocent people — men, women, and children either jump or are thrown into the icy waters. One by one they slowly suffer and die from hypothermia and over exposure. Husbands and wives embracing each other trying to comfort each other, whispering words of encouragement, "I love you... it will be alright."

Trying helplessly to squeeze life into each other. Mothers cradling children, rubbing their heads, telling them help is on the way — trying to prolong their short time together, yet at the same time not wanting them to suffer too long.

Many will die, die together as they lived together locked in each other's passionate embrace. For they are families in life and in

death. And this watery grave will cruelly pull down over 1200 of them with deadly fingers.

Some wonder — where is God? Others come many pray. Despair and pain are written upon the faces of many. Their expressions would give the voice to the words applied to the Apostle Paul and all the things on board the ship (Acts 27:20)

Who when neither sun nor stars appeared for many days and no small tempest was upon us we finally gave up all hope of being saved.

Maybe you have given up hope? But Paul said I urge you to keep up your courage. How could Paul say that? (VS.23) An angel of God stood beside him.

That not only infused courage and strengthened their flagging spirits, but a powerful promise also attended his words: There would be no loss of life, only the ship would be destroyed.

And this happened just as surely as the faithful promise keeping God said it would. Many swam, others hung to pieces of the ship and so it was all escaped safely to land. (VS.44)

They were shipwrecked but they all made it (everyone).

Or do you sometimes feel like your life is a shipwreck? You are just drifting aimlessly along. You are hanging on to the flimsy pieces of your broken dreams. You are bobbing up and down with no direction like a cork in the ocean of life and you have

nothing solid under your feet.

Well, just as surely as the angel of the Lord stood beside the Apostle Paul He likewise stands beside you. And He will bring you safe to Land and in Christ alone.

Upon your death when you cross the shore to the other side, He will bring you to Himself provided you have confessed your sins and have believed the free gift of eternal life bought by Christ and in Christ alone.

This is the blessed hope and hope keeps you alive. It looks ahead as Christ looked beyond the cross to the glory that He had previously enjoyed with His Father from the beginning.

When you have given up hope, you will not last very long. We all need a fresh portion of hope, a fresh infusion of encouragement and an injection of grace daily. Take comfort in this. If you are a Christian you will not even be able to imagine the joy it will be to be one day look in the face and the eyes of Christ, your Master, your Redeemer and Lord.

You have Him hug you and to hear those most blessed words "Welcome my son, my daughter, I enter into the joy of the Lord."

For me it will and I pray also for you that this decision will give hope for the hopeless hope for every situation in life, hope for the heart.

And that blessed hope will sustain you both now and forever.

Praise His holy name!

## ourview

### Proud of our Pirates

Remarkable and unbelievable. Those are just two words that you can use to describe what the 2011 Port Colborne Pirates have already accomplished in these Junior B hockey playoffs.

The Pirates now have something in common with the 2004 Boston Red Sox and the 2010 Philadelphia Flyers.

Those two professional sports teams erased three game deficits in post-season play and won their respective series.

The Red Sox beat the hated New York Yankees in the American League Championship Series on their way to winning the World Series and the Flyers won four in a row after losing the first three to the Boston Bruins on their way to the Stanley Cup final where they lost to the Chicago Blackhawks.

The Pirates went into the Golden Horseshoe Conference playoffs as the fifth seed, going up against their biggest rivals, Welland Junior Canadians.

In the first three games of the series, Port Colborne played like they didn't belong in this league. They took undisciplined penalties, lacked enthusiasm and weren't getting the necessary bounces required in hockey for a team to be victorious. It all changed on March 8 when the Pirates avoided elimination by winning 5-2 with captain Dillon Rivler scoring the game-winning goal.

From there, the hockey Gods smiled down on the Pirates and the people of Port Colborne were believers in their hometown boys.

The Pirates took Game 5, 3-0. Then, Cole Rubinfino stole the show. Facing elimination again in the sixth game of the affair, the Pirates forced overtime and Rubinfino scored in the extra frame to create a Game 7 back in Welland.

Following the Game 6 win, Rubinfino set the overtime marker was the biggest goal of his Junior B hockey career.

He spoke to soon, as there was more in store for the veteran forward.

Game 7 was a classic in front of a large gathering at Welland Arena. This was the marquis match-up of the playoffs. Perhaps the game of the year, or even the game of the decade.

The match went back and forth. The Junior Canadians scored first, which was a good omen as the team who had scored first in the other six games had gone on to win.

The Pirates answered in the second period and tied the score. Welland regained the lead in the third before Port Colborne tied it again.

Nothing was settled in the first overtime period, but halfway through the second sudden death frame, Rubinfino scored to win the game and the series. The comeback was complete.

This will go down as one of the greatest comebacks in league history.

Total embarrassment for the Junior Canadians. Utter joy and jubilation for the Pirates.

Bring on the Niagara Falls Canucks.

## ■ readers' views

### THE MID-PEN HIGHWAY AND ENVIRONMENTALISTS

A recent news story claimed that 'environmentalists' were celebrating the fact that the province had restated their decision to reject a Mid-Penninsula Highway for the foreseeable future? Quite the celebration I share not on environmental grounds but primarily because it just doesn't make economic sense.

What I find intriguing is the 'in your face hypocrisy' of the same environmentalist interest groups who have created such dysfunctional projects in so many other areas and without any apparent regret for doing so.

How can any environmentalist claim a victory in protecting escarpment, agricultural, rural areas and communities along the proposed mid-pen route, yet at the same time insist that building thousands of individual heavy industrial plants, in the form of industrial wind turbines, is good for

that exact same environment?

How can any environmentalist celebrate ethanol fuels? Introduced only because of pressure from their interest groups they have produced a fuel that has totally failed to replace gas, is being produced by plants that survive only with government subsidies and which has brought about collateral damage that has forced grain prices up worldwide, increasing basic food prices in countries that can most ill afford it. Does anyone doubt the effects are still contributing to current world food shortage problems?

And the famed long life, environmentally friendly light bulb! The U.K. and some American states have tried to introduce legislation that suggests, should one break in your home, a Hazmat Team should be called to clean up! States in the US have introduced legislation that suggests, should one break in your home, a Hazmat Team should be called to clean up! The U.K. and some American states have tried to introduce legislation to prevent factories making Thomas Edison's safer version being closed.

The environmentalists lobby were so successful they insisted that only the all new, now known to be far more environmentally unfriendly version, should be the only light bulb left!

So we have ethanol that doesn't work, we have light bulbs that are a known contamination threat, we have industrial wind turbines and soon to come, acres of solar panels to blanket what should be productive agricultural land, and unspoil wilderness.

Whilst it makes absolute sense to explore ways to repair and reduce the awful pollution mankind has been responsible for, it makes absolutely no sense at all to force the environmentalists' alleged solutions that, in every single case so far, have all proved to be dismal and so costly failures.

All common sense suggests that ordinary folk need 'environmentalists' like they need a hole in the head!

Andrew Waits  
Wainfleet

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■ **AWARD:** Canalside owners Greg and Rosemary Poisson deserving recipients

# Tip of the hat to our business of the year



**George Duma**  
BY GEORGE

**B**usiness of the Year. Has a nice ring to it. Especially when you've only had your business up and running four years.

And so it is for Rosemary and Greg Poisson, owners of the Canalside on West Street.

And why shouldn't it be? I've known Greg and Rosemary for years now, since their days running the Winchester Arms in the old city hall on the corner of King and Clarence Streets.

Not only are they

incredibly hard, dedicated workers, they've always had the best interests of our town at heart. That also makes them smart business people. If Port Colborne does well, they will also do well. It stands to reason.

And, I've always had a real soft spot in my heart for both of them, even though when I was at The Tribune, Greg could drive me crazy at times. But I always knew his heart was in the right place.

Rosemary owned a cleaning business for 15 years before deciding to go to work at the Winchester Arms.

"I kept the cleaning business going part-time but I went to the Winchester to see if we could work together," she says, smiling and gazing out at Greg.

Rosemary studied journalism at Niagara College before taking the business management and office administration program at the same institution.

Meanwhile, Greg's background is in the hospitality industry.

He took the hospitality program at Niagara College before pursuing his degree in New Hampshire.

Following his post-secondary education, Greg's career adventures took him to Australia; Disney World in Orlando, Florida; Whistler, B.C., and New York City, where he ran the Marriott's 500-room hotel and restaurant operation.

When Greg and Rosemary's time at the Winchester Arms reached a conclusion, they



**Greg Poisson**

would have had to go to Niagara Falls or somewhere else in north Niagara.

"So, we decided to open a restaurant."

Greg says he never really wanted to leave Port,

had a decision to make.

"There aren't a lot of jobs in Port Colborne in the hospitality industry so Greg

anyway. "I wanted to be involved in my town. I wanted to be that big fish in a small pond," he explains. So now the question became, where? "I've always loved this building," Greg says of the West Street structure that is home to Canalside, as we sit in one of two second-floor suites available to the public for overnight stays. Think boutique hotel. They're absolutely gorgeous, the suites are, one in the back of the building and the one we're sitting

in, at the kitchenette table overlooking the Welland Canal. "It was the Jacar Café when I was like, 20 years old."

It is a beautiful building, it truly is. It just has so much character.

Greg and Rosemary struck a deal with building's owner. They would move in for two years, put a down payment on buying it after the two years, then rent the facility, and pay for all the renovations they wanted to do, which were extensive.

See DUMA | page 6

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## DUMA

# They give so much back to our city

FROM PAGE 5

If, at the end of the two years the couple decided to walk away, the owner kept the down payment and had a renovated building.

Basically, Greg and Rosemary wanted to be sure they could make a go of it before committing to the purchase. It was a sweet deal for both parties.

And now, four years later, two years after actually buying the building, they're Port's business of the year. How fitting.

They give so much back to our city, much of it behind the scenes. But it's simply how they do things. It's their payback.

"It wasn't the support we receive from the community, we wouldn't be able to give anything back," Greg explains. "We can help out because our customers support us."

But back to the suites. You should see these two beautiful rooms. They're huge with lovely, high ceilings. Each has a fully equipped kitchenette, right down to fridge, dishes, wine glasses, cups, the whole bit. You can cook your own meals there if you want to. Or, you can order from the Canalside downstairs and have lunch or dinner in the suite. It's so cool, right here in our own downtown.

And there's a definite market for them.

"We get a lot of people who come into town for funerals, for example."

And a lot of folks who have parents in one of the residences for seniors. They live out of town but want to come down for the weekend to spend time with mom and/or dad, who may be in Northland Pointe or Port Village. The Canalside Suites are the perfect place for them

to stay.

Rosemary put her heart and soul into the design and execution of the suites and it shows. They have a soft touch to them, extremely inviting, the type of home-away-from-that just envelops you. And they're reasonably priced as well. They go for \$100 a night now and \$125 during the summer.

I can't think of anybody who could possibly deserve this year's honour of Port Colborne-Wainfleet Chamber of Commerce Business of the Year more than the Poisons. Congrats, guys. May you have a long, happy career on West Street.

*George Duma is a resident of Port Colborne and has spent 30 years in the newspaper business. He welcomes comments and column suggestions and can be reached at: g@duma@cogeco.ca*



Rosemary Poisson, in Canalside's kitchen, has partnered with husband Greg to make the restaurant/boutique inn a success. Rosemary brought a ton of business management and office administration experience with her, having operated her own cleaning business for 15 years.

GEORGE DUMA InPort News Photo

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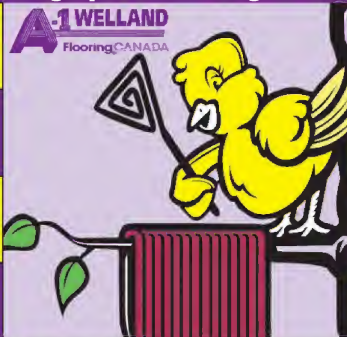
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■ **LAKESHORE RD.**: Region opened beach last year

# Region wants Wainfleet's help keeping new beach clean

InPort News Staff

WAINFLEET — Niagara Region wants the township's help in keeping its

newest beach clean during the summer season.

Greg Wuisman, Wainfleet's operations director, said the Region

recently approached him about the beach on Lakeshore Rd. opened last fall.

"It's a really nice facility

and beach," he said of the site that includes a parking lot and trails leading to the sand.

Speaking at last week's

council meeting,

Wuisman said the beach requires maintenance, such as grass cutting, bush and tree trimming, garbage disposal and daily opening and closing.

"The Region is looking for assistance in providing those services. We already offer similar services,"

Wuisman said the Region is prepared to compensate

the township for all expenses incurred, including mileage and any staff costs associated with opening and closing it each day between 8 a.m. and sunset.

Wuisman reported forward to council to seek approval to enter into negotiations with the Region and discuss costs.

He suggested a

student could be hired or maybe a local person could be used.

Ald. Richard Dykstra said Niagara Peninsula Conservation Authority uses locals to open and close some of its facilities.

Wuisman said that could be looked into and told council that if Wainfleet decided not to offer its services to maintain the beach, the Region was looking to the conservation authority as its second option.

Wuisman said the beach will remain owned by Niagara Region.

Dykstra asked if the beach — it has 122 metres of waterfront and is a natural habitat for the Fowler's Toad, an endangered species — would be worked into the township's recreation master plan.

Wuisman said it was an excellent suggestion and he would run it by the consultant managing the master plan.

"Part of the reason we received funding from the Region for our master plan was because of this very park."

He added there's no name yet for the beach, located east of Long Beach Conservation Area, although some people have suggested Peter Partington Beach.

That suggestion was met with groans from a crowd of 50 or so residents in attendance.



Greg Wuisman



Richard Dykstra



Betty Konc

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■ **TURBINES:** Council unanimous in view

# Council backs windfarm moratorium

DAVE JOHNSON  
InPort News Staff

**WAINFLEET** — "Our Wainfleet does not include wind turbines," Ald. Richard Dykstra said last week as a wind turbine moratorium was being discussed at township council.

The alderman said one of the promises he made during the election was to listen to residents and be a voice for them and to protect the farmland and natural areas of the township.

"I have no choice but to support the moratorium,"

he said.

Council was unanimous in that view.

Before elected officials spoke to the moratorium motion introduced by Ald. David Wyatt, John Laforet of Wind Concerns Ontario, lawyer Duncan MacFarlane representing Skydive Burnaby, and residents Eugene Canby and Frank De Ruyte aired their views on wind turbines.

Both Laforet and MacFarlane said the Green Energy Act has taken away local decision making on wind turbines in the prov-

ince and urged council to join the more than 70 municipalities in the province, representing more than two million people, in calling for a moratorium until more research is conducted.

Wyatt said the Green Energy Act threw open the door to renewable green energy projects in the province, such as wind turbines and solar energy. Projects that are heavily subsidized by the province. He said no businessperson would take on projects for which costs exceed potential revenue

streams.

The alderman said he had no problem with the Loeffen family trying to build a wind farm through developers IPC Energy, or Rankin Construction, which also wants to build turbines. He said what they were doing is within their rights.

His issue is with the Green Energy Act.

"The act has forced us to accept these projects and stripped the public of its right to say no."

See **WINDFARM** | page 10



Submitted photo

Wainfleet residents made their views known on wind turbines, like this one in nearby Lowbarks, proposed for the township during a recent meeting.

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When I was 49 it got even worse - one day I started shedding large tufts of hair. I consulted doctors and had my hormone status analyzed. I tried Schuessler salts and body detox therapy, none of which had any lasting effect. Finally, I had my hair cut short and only ventured into public wearing a headscarf because, by now I had so little left that my scalp was clearly visible. My friends pretended not to notice and told me it wasn't that bad. Sometimes though, I caught them sneaking glances at my head. And those stares at the supermarket or at the cinema - sometimes it was simply unbearable.

About three years ago, I met a woman who took me aside and asked, "Do you have a



problem with your hair? Have you ever heard of silica?" Then she told me her own tale of woe, she said, "I had the same problem as you. Three years ago I suffered a lot of stress in my job and personal life and I started losing all of my hair. My daughter suggested that I try Original Silicea Balsam." This woman told me it took about three months, but you know, her hair looked remarkable!

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Now I have the beautiful hair I have been dreaming of all my life. Although I am still the object of sneaky glances, and again it's because of my hair - but now I revel in those glances admiring my beautiful, healthy hair.

Marianne Schneider

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## ■ WINDFARM

# 'We need to give pause': Mayor

FROM PAGE 9

The moratorium passed by council last week, he said, wouldn't be enforceable, but it is a "vocal act."

Wyatt said he gave much consideration to the moratorium and gave weight to e-mails and calls he received.

"Most in favour (of turbines) will receive some sort of financial gain, and that's within their right and I have no issue with that. Some supporters don't live in the community or live close to turbines."

Wyatt said the people opposed to the turbines were

Wainfleeters, those directly impacted by them or those who live close to turbines in other communities.

Mayor April Jeffs said she did her due diligence on the issue and believes the township engaged the public and informed them at the same time.

She said she can't fault the officers for their ambition and belief in green energy.

"The Loeffens are not a larger multinational company, they are farmer and entrepreneurs who have lived here for generations. They chose to pursue the wind turbines."

But Jeffs said the wind

turbines leave a lot of unanswered questions for her and have many unknowns. The turbines also threaten a business — Skydive Burnaby — which has been around for many years, she added.

"The Official Plan does support green energy, but it also places value on heritage and agriculture," the mayor said, questioning whether they can all co-exist.

"We need to give pause and take a second look."

Ald. Betty Kone wondered aloud what turbines would do for the township, saying they aren't pretty at all.

She said rural Ontarians are being asked to give up their lifestyle of being able

to look out into unspoiled but well-groomed fields.

"Our views will be marred by monstrous turbines," Kone said.

"I don't see where the township as a whole is going to benefit. Yes, the Port Colborne will benefit, and I don't have a problem with them being entrepreneurs and trying to grow their bank accounts."

But Kone said that growth would be at the expense of other Wainfleet residents and the environment. She wanted more and better testing on the effects of turbines before she could support them.



David Wyatt

djohnson@wellandtribune.ca

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Sunday, March 20th, 7:00 p.m.

St. James and St. Brendan Church, 55 Charlotte Street

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Featured will be music by "The Ancient Mariners", a joint choir, video, dance and more!

Music and refreshments will be provided afterwards at the Guild Hall.

## Top Hat Ceremony

Tuesday, March 22nd, 8:30 a.m.

Port Colborne High School, 211 Elgin Street

Welcome the Captain of the First Downbound Vessel to enter the Welland Canal for the 2011 shipping season.

Meet industry and school representatives  
8:30 a.m. Light refreshments.  
9:00 a.m. Ceremony

Everyone is welcome to attend.

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■ **GREEN ENERGY ACT:** Not democratic say opponents

# IPC to carry on with windmill project

DAVE JOHNSON  
InPort News Staff

WINDFLEET — Wind Concerns Ontario president John Laforet said local democracy is alive and well in Windfleet.

He made the comment after township council passed a motion calling for a moratorium on wind turbines.

"We're pleased by the decision," Laforet said.

Wind Concerns Ontario has urged municipalities across the province to pass moratoriums when they have come up. The organization feels the Green Energy Act has taken away local decision making when it comes to wind turbines.

Laforet, who spoke before council last week, said decisions on whether wind

turbines are good for communities are being made by bureaucrats in downtown Toronto in an agency not subject to freedom of information requests.

"It's an erosion of democracy," he told council.

Windfleet, he said after the meeting, has now 76 other municipalities in the province, representing some two million people, asking for moratoriums on further wind turbine development in the province.

"Wind turbines will have negative lasting impacts on communities."

Despite council passing the moratorium, Laforet said it won't stop the province, or developers, from continuing on with projects.

Mike Pitt, owner of Skyline Burnaby, said if the Windfleet Wind Energy project being developed by IPC Energy on behalf of the Loeffler family continues and the turbines go in, he'll be forced to close his business.

"We've talked to the Loefflers and they told us the towers can't be moved

... we've done everything we could," said Pitt.

The safety of his jumpers — some \$5,000 a year — is his No. 1 priority.

"I don't want to have the extra liability," said Pitt.

Two of the proposed wind turbines are to be located 1.7 kilometres west of the club, which is on Burnaby Rd. They'd be located in an area where prevailing winds are from the west and where jumpers leave planes and glide back to the club.

In addition to the towers themselves, Pitt is worried about the blades of the turbines and jumpers crashing into them.

"It's not a matter of if it's going to happen, but when it's going to happen."

He said jumpers already must be careful of Lake Erie when they are coming down

and he doesn't want to have to have them trying to go between the towers and the lake.

Pitt said he's 100% happy with council's decision on the moratorium and the fact that it was unanimous.

Also at the meeting last week was IPC Energy's Tom Lewis, manager of planning and environment. Lewis didn't speak at the meeting, but had a small prepared statement to give to the media once the meeting was over.

"Council's decision [Tuesday] goes against Windfleet's own Official Plan, goes against the Region of Niagara's Official Plan, goes against Ontario's Green Energy Act and goes against Ontario provincial policy," his statement said.

"On behalf of our partner, IPC Energy will continue to move this project through the provincially regulated Renewable Energy Approval process."

djohnson@  
weilandtridune.ca



John Laforet



Tom Lewis

■ **CHECK:** Must pass background check

## Members needed for new Windfleet community policing

InPort News Staff

WINDFLEET — The township will have its own community policing committee once new members are chosen.

Mayor April Jeffs said Niagara Regional Police Sgt. Joe Garvey suggested during a recent meeting the township have its own group.

Windfleet has shared a committee with Port Colborne for years.

"He said it might be good

to have our own to address issues specific to Windfleet," Jeffs said last week.

Some of those issues would be beach work, setting up a neighbourhood watch and organizing safety day.

Last year marked the first time Windfleet held its own safety day, with police, fire and other emergency services and community groups taking part.

Interested people can call fire Chief Chris Cole at 905-899-3463 or Garvey at 905-735-7811, ext. 3200.

■ **CASH:** Grant for Canal Days

## Money's in the bank for festival

InPort News Staff

PORT COLBORNE — There's more money in the bank for Port Colborne to spend on its most predominant festival of the year.

The city has received a \$75,000 grant from the Ontario Ministry of Tourism for the 2011 Canal Days Maritime Heritage Festival, which takes place July 28 to Aug. 1.

Mayor Vance Badway said

the cash will primarily be used to enhance the festival and youth activities as well as infrastructure for a new 5-km race.

"This grant is an acknowledgment of the growing significance of Canal Days, as well as the overall contribution the City of Port Colborne provides to the Niagara region's quest to enhance a world renowned destination," Badway said.

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The current structure dates back to one of the oldest schools still in existence in what is now called Port Colborne and sits on the site of possibly the first school in this area. Consequently, the property has historical value or associative value because it has direct associations with institutions that have had significance to our community and the property yields information that contributes to an understanding of our community.

The style of this school is an example of the early 1900 style schools – "one room" red brick schoolhouses – and may contain some of the bricks used in the previous school structure, which dates back to 1866, hence, the property has design value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method and it displays a high degree of craftsmanship or artistic merit.

This building, being located at a visually dominant position at the intersection of two historic and old traveled roads, forms an important feature on what may be classified as a "cultural heritage landscape." The property therefore has contextual value because it is important in defining and supporting the character of the site, is physically and functionally linked to its surroundings, and is a landmark. Furthermore, many of the original city founders would have been educated at this site.

Dated at the City of Port Colborne this 18th day of March, 2011.

Ashley Glegg  
City Clerk



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■ **HUDAK:** Conservative leader wants it built

# Mid-pen highway still a no-go: provincial study

MATTHEW VAN DONGEN  
QMI AGENCY

ST. CATHARINES — The province still wants to shelve the long-planned mid-peninsula highway until at least 2031, according to the latest draft of a Ministry of Transportation strategic plan.

Most local politicians reacted angrily — even as environmentalists rejoiced — last summer when Ontario reversed a draft strategy for the Niagara-to-GTA corridor that suggested a new 400-series highway from Port Erie to Hamilton is unnecessary.

The regional chairman at the time, Peter Partington, called the draft transportation strategy “very disappointing” and vowed to lobby the province to change its recommendations.

Close to 10 months later, the province has posted an updated draft for public comment until June 6 at [www.niagara-ga.com](http://www.niagara-ga.com).

The strategy on the Niagara end, however, doesn't appear to be substantially different from the early draft.

It gives a thumbs-up to a shorter connection between the QEW near Fort Erie and Hwy. 406 in Welland, but adds current growth projections don't warrant a com-

pletely new 400-series highway running from Welland to Hamilton.

The news caught current Regional Chairman Gary Burroughs by surprise.

“I thought the final draft might have changed based on the input we provided last year,” said Burroughs, who noted council is on record supporting the construction of a full mid-peninsula highway, sooner rather than later. “As a council, we'll have to meet to develop a response to this.”

In theory, the provincial position isn't set in stone yet.

“Feedback from the public will be used to finalize the strategy,” said ministry spokesman Rob Nichols in an e-mail.

But a unanimous regional council position on the controversial mid-pen plan might be hard to come by.

The idea recently got a shot in the arm from provincial Conservative Leader Tim Hudak, who has said he wants to build the highway immediately.

Southern tier Niagara politicians are also keen to get the show on the road.

“I'm extremely disappointed this government is not proceeding on the mid-peninsula corridor,” said Port Colborne Mayor Vance Badawey, who called the highway a “vital” trade corridor that would help grow businesses and population in south Niagara.

Other politicians, however, are pleased with the provincial plan.

See HIGHWAY | page 14

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## ■ HIGHWAY

# Falls mayor wants GO Rail expanded first

FROM PAGE 13

"Our council is not supportive of a new swath of land being cut through to create a new highway," said Niagara Falls Mayor Jim Diodati, who falls the provincial proposal to expand existing highway corridors to deal with growth.

Diodati said he's "very supportive" of widening Hwy. 406

all the way to Port Colborne. But he said he'd prefer to see GO Rail expanded to Niagara before "a brand new highway."

St. Catharines Mayor Brian McMullan echoed his comments.

McMullan said it's "prudent" to focus on improving existing infrastructure like Hwy. 406 "in an era of limited capital

resources."

"I want to go for what is realistically achievable," he said. "It's hard to justify that kind of



Jim Diodati

major capital expenditure without the growth to spur it."

There is widespread local agreement, however, on the plan to connect Hwy. 406 with the southern end of the QEW.

Niagara Region is paying for an environmental assessment for the proposed mini-highway project

and the latest provincial draft calls the highway a "preferred option."

"Looking on the bright side, I'm glad (the province) appears ready to move forward on that phase of the project," said Badawey, who also expects the province to partner on what is called the south

Niagara east-west arterial road corridor. "Whatever you call it, that's the first leg of the mid-peninsula corridor."



Brian McMullan

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■ **RACER:** Long distance education

# Wainfleet man learning in North Carolina

**BERND FRANKE**  
InPort News Staff

**WAINFLEET** — Shayne Pierce is getting a first-hand lesson in distance education these days, like 11 hours worth each time he gets behind the wheel to go school.

That's about how long it takes the 20-year-old race car driver to travel one way from his family's home in Wainfleet to the RACE 101 headquarters in Denver, N.C.

After entering an online contest limited to drivers on racing circuits throughout North America, Pierce was awarded a \$7,500 scholarship to spend the next year studying under Tony Blanchard in his Research Analyze Consult Educate One-on-One program.

While a course intended to make racers better drivers both inside and outside the car is mostly taught online, students are required to make "seven to eight trips" to North Carolina to get their hands dirty in the technical component taught in Blanchard's shop.

The familiar pace to street stock and 358 modified runs at the Merrittville, New Humberstone and Ohsweken tracks spent three days "taking apart, rebuilding and dynoing stocks."

"It's going to make me understand the car better," said Pierce, who last year began racing in the 358 modified class at Ohsweken after winning the street stock points championship at the Bradford-area track the year



Shayne Pierce, 20, caught the racing bug at a young age from his father, John.

BERND FRANKE Staff Photo

before. In addition to the "50 to 60%" of the time devoted to the mechanics of race cars, RACE 101 also will give students tips on how to market their race teams in hopes of increasing support from sponsors.

"We'll be doing a lot of marketing. They're teach-

ing that you sell yourself as a product rather than as a person."

Pierce caught the racing bug at a young age from his father John and spent seven years competing on the karting circuit before he graduated to street stocks and, after four seasons in that class, to 358 modifieds in 2010.

However, all that experience behind the wheel and exposure to what goes on behind the scenes on pit crew didn't fully prepare Pierce for what to expect on his first classroom component in North Carolina. There was so much information that he and his 18 classmates, including two other from Canada,

had to absorb in such a short time.

"I got to learn so much in two days that my brain kind of hurt. There was so much there," the soft-spoken Pierce recalled with a chuckle.

Learning more about racing and becoming more in sync with their pit crews aren't the only things

keeping RACE 101 students on the edge of their keyboards in the online course. Blanchard also is offering the top student in the course a one-year ride on the Premier super late model circuit in the United States.

While those tracks are mostly asphalt, compared to the dirt surfaces on which Pierce has raced in southern Ontario, he doesn't that will leave the Canadian students at a disadvantage.

"The ride will go to the top overall student, not the top racer."

He doesn't believe the learning curve will be that steep should he win the top prize. It will all come down to settling on the "right touch" between the wheel.

"They try to keep it straight, whereas we tend to go sideways since our surface gives more," he said.

Pierce's goals for this summer's racing season are to consistently finish in the top five in his second year competing in 358 modifieds at Ohsweken and to win his feature in this division.

In his final season in street stocks in 2009 Pierce won the points championship at Ohsweken while placing second overall in the same division at Merrittville Speedway in Th. oroid.

He also finished second in the Merrittville Duel in the DIRT standings, won the All-Canadian championship at Humberstone, finishing the year with seven victories.

bfranke@wellandtribune.ca

## PORT COLBORNE MINOR BASEBALL



PORT COLBORNE MINOR BASEBALL

Place: West Side Arena Upstairs

### REGISTRATION DATES

Saturday, March 12 <sup>th</sup>	10 a.m. - 1 p.m.
Saturday, March 19 <sup>th</sup>	10 a.m. - 1 p.m.
Saturday, March 26 <sup>th</sup>	10 a.m. - 1 p.m.

On line registration now available at our new website: [www.eteamz.com/portcolborne/minorbaseball/](http://www.eteamz.com/portcolborne/minorbaseball/)

■ **SUPPORT:** Group shows up at council

# Less money in the kitty for feral cat problem

**MARYANNE FIRTH**  
InPort News Staff

**PORIT COLBORNE** — The Port Colborne Pelina Initiative will continue to get funding from the city to assist its furry friends.

About 30 people took a seat in council chambers last week to show their support for the grass roots community group that addresses the feral and homeless cat overpopulation crisis in the city.

Each year in Niagara up

to 5,000 healthy cats are destroyed in the shelter system alone, perpetuating the mindset that "cats are a disposable commodity," group spokeswoman Kristi Mallinson-Vogel told council.

There is a real cost to the taxpayer associated with euthanizing cats, she said, with the cost of each procedure conservatively priced at \$100.

"This month within the Niagara region alone, we as a society are spending upwards of half a million dollars per annum to destroy unwanted cats."

It's been two years since the group was founded and the community TNVR (trap, neuter, vaccinate, return) program began operating. In total, 225 cats have been spayed/

neutered through the program thus far.

A new program will launch this year, Mallinson-Vogel said, and there will be an offer to spay and neuter cats whose owners are on a fixed income. Start-up funds for the program were obtained through an \$800 grant from the Port Colborne hydro board.

"This is a community problem, it has to be solved in a community manner," said Ward 4 Coun. Barbara Butters.

It would cost an estimated 50 cents a household to provide the \$4,000 requested for the program this year.

Yvon can't even buy a cup of Barbara coffee for the Butters said.

"For such a small amount you get such enormous return."

Ward 2 Coun. Yvon Doucet questioned whether the city's \$148,000 contract with Welland and District Humane Society would lessen if the number of cats euthanized decreased.

Chief administrative officer Bob Heil responded, saying the contract would not change as the humane society charges an overall fee for the different services it provides for a variety of animals.

Ward 1 Coun. Ron Bodner said the group has shown it's able to raise funds on its own. In 2010, \$10,700 was collected through fundraising initiatives.

Council had staff "bring in the bone" this year, Bodner said, making it difficult for him to support the full \$4,000 request.

The city's initial grant to the group "was supposed to be seed money to get this off the ground," which has been accomplished, said Ward 1 Coun. Bill Steele.

Butters put forward a motion that \$4,000 be given to the group and added to the levy. The motion was defeated by Mayor Vance Badaway after a tied vote from councilors.

Ward 2 Coun. Angie Desmarais put forth a motion that \$3,000 be given to the group and added to the levy. The motion was carried with only Bodner and Steele opposed.



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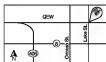
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## ■ FORMER CHAMPS DROP PUCK



ALLAN BENNER Staff Photo

Phillip Stratton from the Port Colborne Sailors bantam A team faces off against Carter Campbell from the Strathroy Rockets, while a group of hockey champs from long ago, including Chuck Steele, centre in tan jacket, drop the ceremonial puck to start Game 2 on a provincial final.



## NOTICE OF PUBLIC MEETING

### Proposed Zoning Change

#### PROPOSED CHANGE

City Council has directed a City initiated Zoning By-law Amendment that would permit camping in all City parks during the daytime and overnight. Camping would be permitted in tents, recreational vehicles, and travel or tent trailers.

#### HAVE YOUR SAY

Input on this proposed zoning change is welcome and encouraged. You can provide input by: speaking at the public meeting or by making a written submission to the City. Please note that unless you do one of the above now, you may not be able to appeal the decision later.

#### PUBLIC MEETING

**Date:** Monday, April 11, 2011  
**Time:** 6:30 PM  
**Place:** City Hall Council Chambers, 3rd Floor  
 66 Charlotte Street, Port Colborne, Ontario

#### WRITTEN SUBMISSION

To provide input in writing, or to request personal notice of the decision of Council of the proposed zoning change, please send a letter c/o Ashley Grigg, City Clerk, 66 Charlotte Street, Port Colborne, Ontario, L3K 3C8.

#### MORE INFORMATION

For more information on the proposed change please contact Shannon Larocque, Planner at 905-835-2901, extension 202.

A copy of the Department of Planning and Development Public Meeting report will be available for inspection on Wednesday April 6, 2011 in the Clerk's Division, located on the First Floor, 66 Charlotte Street, Port Colborne, Ontario, or on the City's website at [www.portcolborne.ca](http://www.portcolborne.ca) under "Council Agendas".

#### LEGAL NOTICE

Section 34 of the Planning Act

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Port Colborne before a decision on the proposed by-law is passed by Council, the person or public body is not entitled to appeal the decision of the City of Port Colborne Council to the Ontario Municipal Board. If a person or public body does not make oral submissions at a public meeting, or make written submission to the City of Port Colborne before a decision on the proposed by-law is passed by Council, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there is reasonable grounds to do so. If you wish to be notified of the decision of City Council in respect to the proposed by-law you must make a written request to the City Clerk.

Dated at the City of Port Colborne this 18<sup>th</sup> day of March, 2011.



LARRY BOGGIO

R.N., R.Ph. (General)



DONNIE EDWARDS

R.N., R.Ph.

## HIGH BLOOD PRESSURE

There is some confusion when it comes to high blood pressure. Patients are unsure how high, is too high, and what medications they should be on to treat their high blood pressure.

Your blood pressure consists of two readings. The first number is called the systolic blood pressure. This refers to the pressure in your blood vessels when your heart muscle contracts. The second number is called the diastolic number and refers to the pressure in your vessels when the heart muscle relaxes. If your blood pressure is too high the blood is putting too much force on your arteries as it travels through your body. This high pressure damages the vessels, and can actually cause them to burst leading to a heart attack or stroke. For normal patients with no underlying conditions it is recommended that the systolic number be less than 140, and the diastolic be less than 90. Patients with diabetes or chronic kidney disease should aim for a pressure of less than 130/80.

Achieving optimal pressure can be a challenge for many people. Ideally weight loss and regular exercise are the best first steps to lowering your pressure. Avoiding alcohol caffeine and excessive salt intake can also help. Most of the time patients need to take medication to ensure optimal control.

There are several commonly used medications to help control blood pressure. Many patients need to be on more than one to achieve their target pressure. It is safe and often necessary to be on two or three blood pressure medications. In general patients are on medications from different classes, they all work in different ways. The idea is to attack the problem from different angles to achieve the end result. Some medications work on the kidneys and help to remove excess fluid. Others, work on your heart to slow it down, and still others work on your blood vessels making them less rigid allowing blood to flow through them more easily. Your physician must decide which medication is best for you but in general there are guidelines they can follow in selecting appropriate agents. Patients with diabetes for example should be on a medication called an ace inhibitor, which helps lower blood pressure and is also beneficial for the kidneys. Patients who have had a heart attack are often on a beta blocker which is beneficial for the heart.

Most blood pressure medications are well tolerated by patients with few side effects. However, if you are experiencing a problem with your medication it is worthwhile to talk to your physician as there are several options to choose from.

Fifty percent of Canadians over 65 years old have high blood pressure. Untreated high blood pressure is a major risk factor for heart attack and stroke. It is important to have your blood pressure monitored. One of the best ways to do this is to have a home blood pressure monitor. Blood pressure readings from home improve blood pressure control. Often when patients visit their physician their pressure is falsely elevated due to nerves and emotions. Sometimes the opposite effect happens and their pressure is lower in the office. Patients who engage in taking their pressure at home are more involved in managing their own care and this leads to better outcomes for these patients.

Home monitoring seems to be the best and easiest way to identify and control high blood pressure. Please come in and talk to one of our home health care team members about a home monitoring machine.

## Two Locations:

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**BOGGIO & EDWARDS**  
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[www.boggios.com](http://www.boggios.com)



VICTORIA GRAY Staff Photo

Terry Smith joined the Port Colborne Marine Auxiliary Rescue unit five years ago and although he still hasn't managed to gain a stomach of steel on the water, the gratification he gets knowing he is helping others makes it worth all the Gravel in the world.

## LAKE ERIE: Marine rescue unit

# Calling all volunteers: Pocomar needs you

VICTORIA GRAY  
InPort News Staff

WELLAND — Hidden a short distance from the boat show at Seaway Mall was the Port Colborne Marine Auxiliary Rescue unit booth.

Pocomar is looking for new volunteers and giving information about the changes to boating licences.

This completely volunteer unit puts their lives at risk to save people's lives and prop-

erties an average of 30 times a season.

"Our goal is to make sure we do our utmost to save lives and property at the lowest amount of risk," said Terry Smith, a member of Pocomar.

"The unit is always well controlled due to weather conditions."

Smith joined the unit five years ago after meeting founder Jim Gram at the Seaway Mall boat show trying to drum up new members and more awareness, the very same thing he was doing on Friday.

"I've been fortunate enough not to have been on any tasks that have had to pull bodies out of the water," Smith said.

He said it was mandatory for unit volunteers to live within 20 minutes of Port Colborne, because in an emergency time is your worst enemy.

"I'm here in Welland, they need three members to leave the dock, so sometimes when I get there they are already gone because the clock is ticking," he said.

The unit has to fundraise money for all of its own supplies and training. They have two boats, the Pocomar 1 and Pocomar 2, the latter which has the same engine as a Jet Ski and can manoeuvre in water that is only a foot deep. Pocomar 1 is a 34-foot boat that can cruise up to 30 knots.

"We don't usually drive it that fast, unless we know we've got people in the water (in trouble)," he said.

Pocomar gives its members lots of training on and off the water. It's a great way to learn how to operate a boat and how to keep your wits about you in an emergency.

Smith said the best part of volunteering is the people he meets.

"We're a pretty good unit, we have pretty good times," he said. "For the most part we have good camaraderie."

[vggray@wellandtribune.ca](mailto:vggray@wellandtribune.ca)

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■ **BREAKFAST:** April Jeffs speaks at chamber event

# Wainfleet mayor brags about her council

DAVE JOHNSON  
InPort News Staff

PORT COLBORNE — Mayor April Jeffs talked about budgets, the Big Pipe and drains, while Mayor Vance Badawey spoke about community improvement plans and the city's designation as an Gateway Economic Centre.

The two were at Port Colborne-Wainfleet Chamber of Commerce's Mayors' Breakfast Thursday morning at Roselawn Centre, along with members of both business communities.

Jeffs, at her second mayors' breakfast since being elected last fall, said her council has been hoping since the last time she spoke in December.

"I'd like to start by mentioning what a truly awesome council I have. I'm not sure if it's appropriate to brag like that — I'm wondering if it's the same thing as bragging about your kids — but we have such an ambitious group of individuals and this was evident at our budget meeting last Thursday."

Jeffs said the "friendly

budget debate lasted about five hours" and the condition of roads was a big focus. Township staff, she added, were directed to incorporate several roads along the lakeshore into the budget as many have been neglected for almost 20 years.

"I think the biggest thing that has happened during our short reign is the repealing of the 2005 bylaw that supported sewer and water infrastructure along the Wainfleet lakeshore. Our council agreed unanimously to repeal that bylaw and direct staff to begin research and implementation of a find, replace, repair program within the hoi! water advisory area."

Jeffs said the township will be asking Niagara Region for administrative assistance.

A public meeting on drainage matters will be

held April 5.

Badawey started his remarks off by saying to achieve economic recovery everyone must contribute to a regional economic

strategy.

"To accomplish this, it is critical that all 12 municipalities contribute to this strategy with Niagara in mind versus a parochial

mindset. We have much more to offer collectively versus individually," he said.

Badawey said his city's four community improvement plans can help stimu-

late the economy. The Main Street/Gateway CIP is targeted to be completed by June, while downtown, waterfront and brownfield CIPs are in the planning stage.



April Jeffs

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■ **COUNCIL:** Funding for committee

## Port Colborne poised to be 'idle-free zone'

MARYANNE FIRTH  
InPort News Staff

PORT COLBORNE — Environmental initiatives will continue growing in Port Colborne.

Last week's budget meeting, city council approved funding for the environmental advisory committee to continue its work in the coming year.

Knowing "times are tough" in 2011, the group reduced its

funding request from \$15,000 to \$5,100, said committee member and Ward 3 Coun. Bea Kenny before its approval.

The committee still has about \$2,400 in unallocated funds from last year that will carry over, she said. She shared some of the initiatives the group hopes to tackle this year, including the creation of a waste disposal and recycling site for ships travelling through Lock 8 of the Welland Canal.

The initiative would reduce the need to incinerate garbage on ships and help to prevent illegal dumping, she said.

Other initiatives for 2011 include signage to encourage drivers to make Port Colborne an "idle-free zone," said Ward 2 Coun. Yvon Doucet.

Cars can idle for some time when the bridges are up and signs could act as a useful reminder to turn off vehicles while waiting, he said.

■ **STUDENT COUNCIL:** Increasing student spirit

## Scavenger hunt courtesy of student council

LINDSEY REDKE  
For InPort News

PORT COLBORNE — Before the students of Port Colborne High School broke for March break, they were busy competing in a school-wide scavenger hunt.

The scavenger hunt was created by the students council. The council created a list of items the classes have to bring in in order to win a prize. They also thought of tasks for stu-

dents to perform or take pictures of around the school.

Student council prime minister Zoe Walters said, "It's a fun way for classes to work together, have a healthy competition and increase school spirit. All the classes are having a lot of fun and are getting into the hunt."

Students were to bring in items that would not be found on a normal scavenger hunt. Kayaks, puppies, completed

colouring books, and Barbie dolls are just some of the items that are on the list. The old school bell, the Port High sign, a specific locker in the school and two teachers are just a few of the things on the list that students needed to take pictures of. Performing tasks is also on the scavenger hunt list.

At the end of the week student council members collected the items from the classrooms and tally up the points earned.



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